

# East Gude Drive Westbound Bridge No. M-131-4 -- No. 500901

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Bridges	Required Adequate Public Facility	Yes
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	676	0	0	676	12	338	326	0	0	0	0
Land	1	0	0	1	1	0	0	0	0	0	0
Site Improvements and Utilities	53	0	0	53	0	33	20	0	0	0	0
Construction	1,500	0	0	1,500	0	750	750	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,230</b>	<b>0</b>	<b>0</b>	<b>2,230</b>	<b>13</b>	<b>1,121</b>	<b>1,096</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Federal Aid	1,320	0	0	1,320	0	660	660	0	0	0	0
G.O. Bonds	910	0	0	910	13	461	436	0	0	0	0
<b>Total</b>	<b>2,230</b>	<b>0</b>	<b>0</b>	<b>2,230</b>	<b>13</b>	<b>1,121</b>	<b>1,096</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## DESCRIPTION

This project provides for the rehabilitation of the existing East Gude Drive westbound bridge over CSX Railroad and WMATA Metro Rail. The existing westbound bridge is a four - span structure including two eastern simple spans built in 1968 and two western continuous spans built in 1981. The proposed rehabilitation includes converting the two eastern simple spans to continuous, replacing the existing fixed bearings at the east abutment with expansion bearings, modifying the existing east abutment to a jointless semi-integral abutment, replacing the existing 2" bituminous wearing surface of the two eastern spans with 2" latex modified concrete, replacing the existing chain link fences and substandard concrete parapets on both sides of the bridge with ornamental fences and crash-tested concrete parapets with aesthetic finish, replacing the existing sidewalk and safety curb on the bridge in-kind, repairing cracks and spalls of the east pier, center pier and east abutment, and reconstructing the east roadway approach as required.

## CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the East Gude Drive Westbound Bridge will remain at 20,600 vehicles per day.

## JUSTIFICATION

The 2005 inspection revealed that the concrete decks and substructures of the two eastern spans, built in 1968 are in poor condition and require repairs. The proposed rehabilitation work is necessary to provide a safe roadway condition for the traveling public and prolong the service life of the structure. East Gude Drive is classified as Major Highway M-23 in the Shady Grove Sector Master Plan.

## OTHER

The design costs for this project are covered in the "Facility Planning: Bridges" project (C.I.P. No. 509132). The costs of construction and construction management for this project are eligible for up to 80 percent Federal Aid.

## OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION	MAP
Date First Appropriation	FY09	(\$000)	Federal Highway Administration – Federal Aid Bridge Replacement/Rehabilitation Program Maryland State Highway Administration Maryland Department of the Environment Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities CSX Transportation Washington Metropolitan Area Transit Authority Facility Planning: Bridges	See Map on Next Page
First Cost Estimate	FY09	2,230		
Current Scope				
Last FY's Cost Estimate		0		
Appropriation Request	FY09	351		
Appropriation Request Est.	FY10	1,879		
Supplemental Appropriation Request		0		
Transfer		0		
Cumulative Appropriation		0		
Expenditures / Encumbrances		0		
Unencumbered Balance		0		
Partial Closeout Thru	FY06	0		
New Partial Closeout	FY07	0		
Total Partial Closeout		0		

